

Mr. BLAGOJEVICH. Mr. Speaker, I am honored to join my colleague from Illinois, Mr. LIPINSKI, here today in supporting legislation that is very important not only to my constituents in Illinois, but to the entire nation. I would also like to thank the distinguished Speaker, Mr. HASTERT, for allowing this bill to come before us today.

I have been proud to serve as an original cosponsor of the National Aviation Capacity Expansion Act here in the House, and to have worked in Illinois with a broad coalition of labor, business and civic leaders to promote the effort in Illinois. Today is the result of the unified effort of diverse groups of Illinoisans who have joined to fight for a proposal that will strengthen our state's economic and fiscal health. The bill would create 195,000 new jobs, and would bring an estimated \$19 billion to the State of Illinois.

This bill calls for comprehensive expansion of O'Hare. H.R. 3479 calls for each of the essential elements that transportation industry experts and local officials agree must be included in any effective O'Hare modernization proposal: foremost among them, the addition of a southern runway, the reconfiguration of existing runways, and the introduction of western access to the airport.

I also commend Congress' commitment to addressing the crucial issue of the nation's aviation capacity. The National Aviation Capacity Expansion Act would not only benefit my constituents and the State of Illinois, it would have an affect on the entire nation. O'Hare is not only the world's busiest airport, but it is a critical national hub through which thousands of flights connect everyday. Congestion in Chicago has a ripple effect throughout the United States and abroad, grounding and delaying flights miles away, some that are not even bound for O'Hare.

In addition to inconveniencing travelers, these delays and congestion cripple the ability of businesses to function effectively. The gridlock at O'Hare has been responsible for everything from missed business meetings to delayed shipments of goods. Mr. Lipinski's bill would reduce delays by 79 percent, and with it save a projected \$380 million that is lost due to the delays.

O'Hare's airfield has not been improved since 1971. Repeated initiatives to modernize it fell prey to local political disputes that led to delays in the project in recent years. Last year, however, the Mayor of the City of Chicago and the Governor of Illinois reached an historic agreement to modernize O'Hare and take an inclusive approach to meet the aviation needs of Chicago and the nation. On behalf of Illinois, and with the support of elected officials and businesses, labor and community groups across the nation, they are working with Congress to help meet the long-term transportation needs of the nation.

Such State and local leadership demonstrates that Illinois takes its responsibility to the nation very seriously. Nearly 10,000 organizations and individuals in all 50 states have voiced their support for expanding Chicago's aviation capacity. H.R. 3479 has been endorsed by a wide range of national groups. The bill has received the support of the U.S. Chamber of Commerce, the AFL-CIO, the National Air Traffic Controllers Association, the Airline Pilots Association, the Aircraft Owners and Pilots Association and the National Air Transportation Association—to name just a few.

This broad base of support speaks to the legislation's vital impact on the efficiency and reliability of our aviation infrastructure, as well as to the unique opportunity for enhanced business activity and increased job creation that would accompany comprehensive O'Hare expansion. As with the delays at the airport, a failure to keep this economic engine vibrant will surely affect businesses and working women and men in many parts of the nation. It is important to note that O'Hare already generates some \$35 billion annually in economic activity and produces more than 400,000 jobs in northeastern Illinois and northwest Indiana. This includes tens of thousands of people whose jobs are tied directly to the travel and tourism industry and countless others—employed in virtually every sector of the economy—whose wages are earned thanks to the economic engine that is O'Hare.

I support H.R. 3479 because I am committed to ensuring that the economic security of those workers—and that of nearly 200,000 new workers—will expand and grow.

The time to act on O'Hare's expansion is today. H.R. 3479 represents an historic opportunity that we must seize. By doing so, we will guarantee a safe, reliable air transportation system for our constituents. We will also demonstrate our commitment to a healthy economy and our ability to take decisive action in the face of a national need.

I respectfully urge you to support this vital legislation.

Mr. YOUNG of Alaska. Mr. Speaker, I rise in support of H.R. 3479, the National Aviation Capacity Expansion Act.

This Bill is long overdue.

Chicago O'Hare has been in need of a new runway for the last 20 years.

It's annually one of the worst airports in terms of cancellations and delays.

What's worse, problems at O'Hare ripple through our entire system, creating tie-ups and delays at dozens of other airports.

This bill furthers the agreement reached by local and State leaders to allow the city of Chicago to go ahead with a proposed capacity expansion project from O'Hare.

It likewise allows the State to go forward with its proposal for peotone and guarantees that Meig's Field will remain open.

I support H.R. 3479 to address these vital national transportation issues and urge everyone to support this bill.

Mr. DAVIS of Illinois. Mr. Speaker, I would like to commend Mr. LIPINSKI for his leadership concerning transportation issues in Illinois and especially the issue of O'Hare Expansion and today I stand in firm support of H.R. 3479.

Chicago has a vast and growing transportation industry. Over the years Chicago's O'Hare International Airport has continued its growth, in traffic and demand. Presently, O'Hare ranks as the Nation's first or second busiest airport with nearly 34,000,000 annual passengers traveling both domestically and internationally.

Expanding O'Hare offers an array of benefits: from employment to economic growth. As Chicago continues to grow, O'Hare continues to experience the backlog of delays. According to the Airport Capacity Benchmark Report in 2001, O'Hare was the third most delayed airport.

Sitting in the heart of the Mid West, these delays continue to burden connecting airports creating a snowball affect and frustrated pas-

sengers. By the addition of runways, and the expansion of O'Hare delay times will diminish and air travel at Chicago's bustling O'Hare will undoubtedly improve for the consumer and the region.

I encourage my colleagues to support H.R. 3479.

Mr. KIRK. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. RYAN of Wisconsin). The question is on the motion offered by the gentleman from Illinois (Mr. KIRK) that the House suspend the rules and pass the bill, H.R. 3479, as amended.

The question was taken.

The SPEAKER pro tempore. In the opinion of the Chair, two-thirds of those present have voted in the affirmative.

Mr. JACKSON of Illinois. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX and the Chair's prior announcement, further proceedings on this motion will be postponed.

#### GENERAL LEAVE

Mr. KIRK. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks and include extraneous material on H.R. 3479.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Illinois?

There was no objection.

#### RECESS

The SPEAKER pro tempore. Pursuant to clause 12 of rule I, the Chair declares the House in recess until approximately 6:30 p.m. today.

Accordingly (at 5 o'clock and 3 minutes p.m.), the House stood in recess until approximately 6:30 p.m.

□ 1830

#### AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. TERRY) at 6 o'clock and 30 minutes p.m.

#### ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. Pursuant to clause 8 of rule XX, the Chair will now put the question on motions to suspend the rules on which further proceedings were postponed earlier today.

Votes will be taken in the following order:

H.R. 3482, by the yeas and nays;

H.R. 4755, by the yeas and nays;

H.R. 3479, by the yeas and nays.

Votes on motions to suspend the rules on House Resolution 482, House Resolution 452, and House Concurrent Resolution 395 will be taken tomorrow.